

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS

1-7. (Canceled)

8. (Currently amended) A method of keyless locking of a motor vehicle that includes a transponder that exchanges a code with a transceiver, the motor vehicle including a control unit that compares the code with an expected code and, if a match is found, controls a closing system of the motor vehicle by locking the motor vehicle, the motor vehicle including at least one display arrangement activated by the control unit and including at least one operating element on an operation of which a locking command is generated, the method comprising the steps of:

causing the transceiver to deliver a search signal when the at least one operating element is actuated in order to determine a position of the transponder on the basis of the code sent back by the transponder;

activating the at least one display arrangement when the transponder is at least one of in an interior of the motor vehicle and on a side of the motor vehicle opposite the actuated at least one operating element; and

activating the closing system by locking the closing system when the at least one operating element is actuated again after activation of the at least one display arrangement, independently of the position of the transponder.

9. (Previously presented) The method according to claim 8, wherein:

the closing system is activated to lock the motor vehicle so that a vehicle door can be opened only by at least one internal operating element in the interior of the motor vehicle.

10. (Previously presented) The method according to claim 8, wherein:
the closing system is activated to lock the motor vehicle so that a vehicle door can be opened by an internal operating element only for a period of time.
11. (Previously presented) The method according to claim 8, wherein:
an opening of a vehicle door by an internal operating element is not possible after a period of time has elapsed.
12. (Previously presented) The method according to claim 8, further comprising the step of:
deactivating the transponder, when recognized in the interior, so that the code sent by the transponder is not recognized as permissible.
13. (Previously presented) The method according to claim 8, further comprising the step of:
storing additional information in a memory on deactivation of the transponder located in the interior of the motor vehicle.
14. (Previously presented) The method according to claim 8, wherein:
an activation of the transponder that has been deactivated occurs on unlocking the closing system.
15. (New) A method of keyless locking of a motor vehicle that includes a transponder that exchanges a code with a transceiver, the motor vehicle including a control unit that compares the code with an expected code and, if a match is found, controls a closing system of the motor vehicle by locking the motor vehicle, the motor vehicle including at least one display arrangement activated by the control unit and including at least one operating element on an operation of which a locking command is generated, the method comprising the steps of:

causing the transceiver to deliver a search signal when the at least one operating element is actuated in order to determine a position of the transponder on the basis of the code sent back by the transponder;

activating the at least one display arrangement when the transponder is on a side of the motor vehicle opposite the actuated at least one operating element; and

activating the closing system by locking the closing system when the at least one operating element is actuated again after activation of the at least one display arrangement, independently of the position of the transponder.

16. (New) The method according to claim 8, wherein:

the transceiver includes a left transceiver arranged on a left side of the motor vehicle and a right transceiver arranged on a right side of the motor vehicle; and

the position of the transponder is determined on the basis of signals received from the transponder by the left and right transceivers.

17. (New) The method according to claim 16, wherein the transponder is determined to be positioned near the left side of the motor vehicle if only the left transceiver substantially receives a signal from the transponder, and wherein the transponder is determined to be positioned near the right side of the motor vehicle if only the right transceiver substantially receives a signal from the transponder.

18. (New) The method according to claim 16, wherein the transponder is determined to be positioned in the interior of the motor vehicle if both the left and right transceivers substantially receive a signal from the transponder.